

Evening Telegraph

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TUESDAY, JANUARY 3, 1871.

THE GROWTH OF PHILADELPHIA.

By the returns of the ward assessors there were 102,504 dwelling-houses in Philadelphia in the midsummer of 1867. The exceedingly interesting statistics of the building improvements of the past year which we published on Saturday enable us to approximate closely to the number of dwelling-houses now in the city:—

Table with 2 columns: Description of dwellings and their count. Includes rows for 'Number of dwellings, June, 1867', 'created in last half of 1867', etc.

Making due allowance for the change of dwelling-houses into stores, there are now about 117,000 buildings in the city used as private residences, allotting among which a population, according to the recent census, of 674,022, we have an average of 5.76 persons to a house—a smaller proportion than will be shown by any large city in the United States and probably in the civilized world.

THE PROPOSED CONSTITUTIONAL CONVENTION.

It is conceded that the present Legislature will pass a bill at an early day submitting the question of a Constitutional Convention to a vote of the people, and authorizing the election of delegates. The details of the plan for attaining constitutional reform have been generally discussed by the public journals and public men, and much contrariety of sentiment has been developed as to the most practicable method of enabling the people to be fairly represented in the body that is to revise their organic law.

While Mr. Bucklew's method of cumulative voting is approved by many, and especially his extreme application of the principle even to fractions of votes, it seems to be generally conceded that the minorities shall, in some way, be represented. But two bills have been prepared in detail and presented to the public through the press—one by Mr. McClure, an ex-legislator and politician of ripe experience, and another by Mr. Connell, who is equally experienced and practical in dealing with public questions.

Both bills provide for minority representation, but by entirely different principles. In order that our readers may comprehend at a glance the difference in the two bills, we give the basis of representation adopted by each. Mr. Connell provides for thirty-two delegates at large, each voter to vote for but sixteen, thus giving each political party an equal number; Mr. McClure provides for thirty delegates at large, to be elected in like manner; but in the selection of representative delegates the bills essentially differ.

Mr. McClure gives each county, whether large or small, a separate representation, on the principle that the delegates should come directly from the people of their respective localities, as the immediate representatives of the views of their neighbors, and he proposes to protect minorities by cumulative voting. In every county where more than one delegate is to be chosen, the minority could concentrate their votes on one or more candidates and certainly elect. The basis of representation by Mr. McClure's bill in 30,000 population, with an additional delegate for every fraction over 15,000, and all the counties with a less population than 30,000 are allowed one delegate each.

Thus Forest, Elk, Cameron, Fulton, etc., would each have one delegate, while the more populous counties would have delegates in proportion to their population by the late census. Mr. McClure's bill also avoids all attempts at political advantage, and no man could calculate in advance with any certainty the political complexion of the convention.

Mr. Connell's bill divides the State into districts, observing the present formation of the Senatorial districts mainly, and limits the votes to be cast to a number less than the number of delegates to be elected, thus certainly securing minority representation. In the First district of this city, for instance, Mr. Connell provides for five delegates, but each voter casts but three votes. The Republicans would thus elect two of the delegates and the Democrats three. Had the Legislature remained Republican in both branches, as it was when Mr. Connell published his bill, it might have proved acceptable, as it makes a Republican majority in the convention inevitable; but now, with the Senate Democratic, some bill that gives equal chances to the two parties to control the convention in accordance with the popular vote will doubtless be adopted.

We subjoin the basis of representation proposed by the two bills—that of Mr. McClure's bill being fixed on 30,000 population, with an additional delegate for every fraction over 15,000, and allowing one delegate to each of the counties with small population:—

Table showing representation by county for Mr. McClure's bill. Columns include County Name and Number of Delegates.

MR. CONNELL'S BILL. At large—16 to be voted for. Philadelphia—32. The 1st, 3d, 4th, 5th, 7th, 8th and 30th wards—3 to be voted for.

The 6th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, and 18th wards—5 to be voted for. The 19th, 20th, 21st, 22d, 23d, 24th, 25th, 27th, and 28th wards—4 to be voted for.

Berkley—2 to be voted for. Schuylkill—2 to be voted for. Carbon, Monroe, Pike, and Wayne—2 to be voted for.

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But only insists that he shall not prostitute his office to partisan uses. The President thus throws the responsibility of nomination on religious associations, but as Christian ministers are very properly inclined to look on the hopeful side of human nature, the Senate will not confirm nominations thus made until the name has been announced and has passed under public scrutiny.

I learn that Percy B. Spear was nominated by the American Church Missionary Society. Their office is at No. 3 Bible House, New York. The recommendation was of the strongest kind, but such documents seem to be about as reliable as epigrams. I wish that the documents of Mr. Spear could be published, that other recommenders might be made to realize the full responsibility of withholding any damaging truth. Of course notice was immediately given not to confirm the nomination, as no tainted character should be retained in an office so important and so trying as that of Indian Agent.

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There will doubtless be many new bills presented early in the session, but we are satisfied that none will be adopted that does not allow of fair political representation, and also minority representation. The people are in earnest on the subject, and we trust that the friends of the measure, of both parties, will unite, as speedily as possible, on the best plan that can be devised, and pass the bill. The people will hail such a bill as the harbinger of better days, and when their duty is to be performed they will discharge it faithfully and thoroughly.

THE BONDS OF THE UNION PACIFIC RAILROAD.

An effort has been made by parties interested in opposing the Pacific Railroad schemes to create an impression that the interest on the bonds of the Union Pacific Road would not be paid when due, and much unnecessary alarm has been excited in the minds of bondholders. As will be seen by a telegraphic despatch in another column, the interest on the first mortgage bonds of the Union Pacific Railroad was promptly paid this morning by the financial agent of the company in New York.

This will set at rest all further controversy on the subject, and assure the public that the bonds of the Union road are what they profess to be—first-class securities. There can be no doubt whatever on this point, as the bonds are secured in such a manner as to make them absolutely safe, and those who hold them would do well not to listen to the insinuations of parties who are interested in depreciating their value by false reports in regard to their stability.

MAYOR FOX has issued a proclamation offering a reward of \$1000 for the arrest and conviction of any and every person concerned in wilfully setting fire to any building within the limits of the city of Philadelphia, and he remarks as his reason for this that there appears to be a spirit of incendiarism at this time among the lawless of the community.

The fact is that the occurrences of the last few nights have demonstrated in a most conclusive manner that the creation of a paid Fire Department was absolutely necessary as a measure of protection to the public, for the ruffianly element of the old volunteer department has vented its rage at the final consummation of a great reform that will put an end to firemen's riots in the future, not only by the comparatively harmless pastime of insulting the Mayor by hanging him in effigy, but by burning houses and getting up street fights.

The issuing of this proclamation of the Mayor may be taken as an indication that he intends to use all his power and influence to put a stop to such performances in the future. It will not be enough for the Mayor merely to offer a reward and to enjoin his officers to be vigilant, but he should take active measures to show that he really means business; and if he can bring to punishment a few of the scoundrels implicated in the outrages of the last few days, the probabilities are that the hangers-on of our engine and hose houses will be content to let the volunteer system die a peaceful death without putting themselves in peril of the penitentiary.

We can scarcely wonder at "the high price of beef" when we read the record of the enormous consumption of the large cities. In our Philadelphia markets, during the year 1870, the sales were considerably larger than in any former year. The aggregates were 117,908 heaves, 8835 cows, 189,500 hogs, and 682,900 sheep; and in view of the large quantities of cured meat of various descriptions which are prepared in the country and sold by our provision dealers, even these figures do not fully represent our annual supplies of animal food.

NO BRITISH TRANSCONTINENTAL RAILROAD POSSIBLE.—In Wilkinson's "Notes on Puget Sound" we find the following significant passage:—"I have somewhere in my Notes called British Columbia a tributary of the Northern Pacific Railroad. It is worse for Mr. Bull than that. The entire British Possessions between Lake Superior and the Pacific Ocean are a dependency of this railroad. Great Britain can get into or out of this territory by rail save over American soil. That makes the region dependent on the Northern Pacific."

"Diverted engineers have put on sorrowful record their conclusions that the country between Canada and the Pacific was, in two points, impracticable for a railroad. The most distinguished of these, Captain John Palliser, of the Royal Engineers, speaking of the district between the western shores of Lake Superior and the Red River, says it is intersected by long, narrow lakes and innumerable water-courses, broken by ridges of rock, across which the traveler has to make tedious portages, etc. 'As a line of communication with the Red River and the Saskatchewan, the canoe route from Lake Superior would, I consider, be always too arduous and expensive a route of transport for emigrants, and never could be used for the introduction of stock, both from the broken nature of the country passed through, and also from the very small extent of available pasture. I therefore cannot recommend the Imperial Government to countenance or lend support to any scheme for constructing, or, it may be said, for using, a thoroughfare by this line of route, either by land or water, as there would be no immediate advantage commensurate with the required sacrifice of capital; nor can I advise such heavy expenditure as would necessarily attend the construction of any exclusively British line of road between Canada and the Red River settlement.' That is bad for the 'exclusively British' on the east. Of the country on the west, Palliser says, 'The knowledge of the country, on the whole, would never lead me to advocate a line of communication from Canada across the continent to the Pacific, exclusively through British territory. The time has now forever gone by for effecting such an object; and the unfortunate choice of an astronomical boundary line has completely isolated the Central American possessions of Great Britain from Canada on the east, and almost debarred them from any eligible access from the Pacific coast on the west.'"

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Dr. Barton was twice married, his first wife being a sister of Professor John F. Frazier, now Professor of Natural Philosophy in the University of Pennsylvania. His second wife was a daughter of Mr. Jacob Ridgway, and the widow of Mr. Thomas Roach. He leaves a son and daughter, Mr. Frank Barton and Mrs. Edward Willing, to mourn his loss. Dr. Barton for many years resided in the fine mansion at the S. W. corner of Juniper and Chesnut streets, and he was highly esteemed by a large circle of friends and acquaintances. His surgical writings are highly esteemed by the medical profession, and many of the standard medical works contain allusions to the operations performed by him. Dr. Barton died of pneumonia after a short illness.

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"Diverted engineers have put on sorrowful record their conclusions that the country between Canada and the Pacific was, in two points, impracticable for a railroad. The most distinguished of these, Captain John Palliser, of the Royal Engineers, speaking of the district between the western shores of Lake Superior and the Red River, says it is intersected by long, narrow lakes and innumerable water-courses, broken by ridges of rock, across which the traveler has to make tedious portages, etc. 'As a line of communication with the Red River and the Saskatchewan, the canoe route from Lake Superior would, I consider, be always too arduous and expensive a route of transport for emigrants, and never could be used for the introduction of stock, both from the broken nature of the country passed through, and also from the very small extent of available pasture. I therefore cannot recommend the Imperial Government to countenance or lend support to any scheme for constructing, or, it may be said, for using, a thoroughfare by this line of route, either by land or water, as there would be no immediate advantage commensurate with the required sacrifice of capital; nor can I advise such heavy expenditure as would necessarily attend the construction of any exclusively British line of road between Canada and the Red River settlement.' That is bad for the 'exclusively British' on the east. Of the country on the west, Palliser says, 'The knowledge of the country, on the whole, would never lead me to advocate a line of communication from Canada across the continent to the Pacific, exclusively through British territory. The time has now forever gone by for effecting such an object; and the unfortunate choice of an astronomical boundary line has completely isolated the Central American possessions of Great Britain from Canada on the east, and almost debarred them from any eligible access from the Pacific coast on the west.'"

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E. BRADFORD CLARKE, SUCCESSOR TO SIMON COLTON & CLARKE, S. W. Corner BROAD and WALNUT, PHILADELPHIA.

NO BRITISH TRANSCONTINENTAL RAILROAD POSSIBLE.—In Wilkinson's "Notes on Puget Sound" we find the following significant passage:—"I have somewhere in my Notes called British Columbia a tributary of the Northern Pacific Railroad. It is worse for Mr. Bull than that. The entire British Possessions between Lake Superior and the Pacific Ocean are a dependency of this railroad. Great Britain can get into or out of this territory by rail save over American soil. That makes the region dependent on the Northern Pacific."

CLOTHING. A GRAND, GOOD GIFT! Go, get it! Great Brown Hall, 603 and 605 CHESNUT ST. R. & W.

Now Offer New Year's Presents The most appropriate in design. The most faultless in workmanship. The most serviceable in construction. The most gratifying in appearance. The most tasteful in execution. The most economical in price.

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Therefore we invite you to come and take it away For New Year's presents To your friends, As well as For your own use.

ROQUEFORT CHEESE, Very Fine.

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"Diverted engineers have put on sorrowful record their conclusions that the country between Canada and the Pacific was, in two points, impracticable for a railroad. The most distinguished of these, Captain John Palliser, of the Royal Engineers, speaking of the district between the western shores of Lake Superior and the Red River, says it is intersected by long, narrow lakes and innumerable water-courses, broken by ridges of rock, across which the traveler has to make tedious portages, etc. 'As a line of communication with the Red River and the Saskatchewan, the canoe route from Lake Superior would, I consider, be always too arduous and expensive a route of transport for emigrants, and never could be used for the introduction of